Maryland Historical Trust

Maryland Inventory of Historic Properties number: G-V-A-178

Name: Underwood Rd over Cherry Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. G-V-A-178

SHA Bridge No. G-12 **Bridge name** Underwood Road over Cherry Creek

LOCATION:
Street/Road name and number [facility carried] Underwood Road

City/town Crellin **Vicinity** X

County Garrett

This bridge projects over: Road____ **Railway**_____ **Water** X **Land** ____

Ownership: State _____ **County** X **Municipal** _____ **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes _____ **No** _____
National Register-listed district ____ **National Register-determined-eligible district** __
Locally-designated district _____ **Other** _____

Name of district _____

BRIDGE TYPE:
Timber Bridge _____:
Beam Bridge _____ **Truss -Covered** ___ **Trestle** ____ **Timber-And-Concrete** ___

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge ____:
Swing _____ **Bascule Single Leaf** __ **Bascule Multiple Leaf** _____
Vertical Lift _____ **Retractile**_____ **Pontoon** _____

Metal Girder_____:
Rolled Girder _____ **Rolled Girder Concrete Encased** _____
Plate Girder _____ **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X:
Concrete Arch X **Concrete Slab**_____ **Concrete Beam** ___ **Rigid Frame** _____

Other _____ **Type Name** _____

G-V-A-178

DESCRIPTION:

Setting: Urban _____ **Small town** _____ **Rural** ___X___

Describe Setting:

Bridge G-12 carries Underwood Road over Cherry Creek in Garrett County. Underwood Road runs northeast-southwest and Cherry Creek flows southeast. The bridge is located in the vicinity of Crellin, and is surrounded by single family dwellings and woods.

Describe Superstructure and Substructure:

Bridge G-12 is a 1-span, 2-lane, concrete arch bridge. The bridge was constructed in 1917, was widened in 1961 with 2 prestressed concrete channel beams, each 4 feet wide. The structure is 13.4 meters (43 feet 10 inches) long and has a clear roadway width of 5.6 meters (18 feet 6 inches); there are no sidewalks. The out-to-out width is 6 meters (19 feet 10 inches). The superstructure consists of 1 arch which supports a concrete deck, 1 concrete parapet, and 1 guardrail. The arch spans 12.6 meters (41 feet 6 inches) and is a filled spandrel concrete arch. The concrete deck has a bituminous wearing surface. The structure has a raised panel parapet on the south side and a guardrail on the north side. The substructure consists of 2 concrete abutments. There are 2 straight stone-masonry wingwalls on the north side, and 2 flared concrete wingwalls on the south side. The bridge is posted for 10 tons, and has a sufficiency rating of 16.5.

According to the 1995 inspection report, this structure was in fair condition with cracking and spalling throughout. The asphalt wearing surface has loose gravel and is slightly worn. The arch is in poor condition with spalls, cracks, and efflorescence. The spandrel walls are heavily spalled. The abutments have random cracks and scaling. The wingwalls are settling and spalling. The beams are in fair condition with efflorescence and exposed reinforcement bars. Also, the concrete parapet is cracking and spalling.

Discuss Major Alterations:

The bridge was widened in 1961 with a concrete beam section. The parapet on the north side was replaced with a guardrail at this time.

HISTORY:

WHEN was the bridge built: 1917, 1961
This date is: Actual ___X___ **Estimated** _____
Source of date: Plaque __X__ **Design plans** ___ **County bridge files/inspection form** ____
Other (specify): _____

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

WHO was the designer?

Luten Bridge Company, York, Pennsylvania

WHO was the builder?

Luten Bridge Company, York, Pennsylvania

WHY was the bridge altered?

The bridge was widened to eliminate a 1-lane bridge

Was this bridge built as part of an organized bridge-building campaign?

Unknown

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character _____

The bridge does not have National Register significance due to the fact that it was widened with pre-stressed concrete beams.

Was the bridge constructed in response to significant events in Maryland or local history?

The advent of modern concrete technology fostered a renaissance of arch bridge construction in the United States. Reinforced concrete allowed the arch bridge to be constructed with much more ease than ever before and maintained the load-bearing capabilities of the form. As the structural advantages of reinforced concrete became apparent, the heavy, filled barrel of the arch was lightened into ribs. Spandrel walls were opened, to give a lighter appearance and to decrease dead load. This enabled the concrete arch to become flatter and multi-centered, with longer spans possible. Designers were no longer limited to the semicircular or segmental arch form of the stone arch bridge. The versatility of reinforced concrete permitted development of a variety of economical bridges for use on roads crossing small streams and rivers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic , with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's.

As the nation's automotive traffic increased in the early twentieth century, local road networks were consolidated, and state highway departments were formed to supervise the construction and improvement of state roads. With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction through the standardization of bridge designs.

The concept and practice of standardization was one of the most important developments in engineering of the twentieth century. In Maryland, as in the rest of the nation, the standardized concrete types became the predominant bridge types built. In the period 1911 to 1920 (the decade in which standardized plans were introduced), beams and slabs constituted 65 percent and arches 35 percent of the extant 29 bridges built in Maryland during this period. In the following decade, 1921-1930, the beam (now the T-beam) and slab increased to 73 percent and the arch had declined to 27 percent of the 129 extant bridges; in the next decade (1931-1940), the beam and slab achieved 82 percent and arches had further declined, constituting only 18 percent of the total of extant bridges built on state-owned roads between 1931 and 1946.

Although beam and slab bridges became the utilitarian choice, it appears that the arch was selected when aesthetic as well as other site conditions were considered. The architectural treatment of extant arch bridges supports this assessment. Many of these bridges were multiple span structures with open spandrels or masonry facing. Another decorative feature of the concrete arch bridge was an open, balustrade-style parapet. Despite the popularity of ornamental arches and the increase in use of beam and slab bridges, examples of simpler, single and multiple span closed concrete arch bridges with solid parapets continued to be constructed throughout the early twentieth century.

Bridge G-12 was built in 1917 by the Luten Bridge Company of York, Pennsylvania. Daniel B. Luten's patented bridges were built throughout the eastern and midwestern United States. From 1895 to 1900, Luten was instructor of civil engineering at Purdue University, and in 1900 he resigned to design bridges. One year later, he was designing and patenting his designs. Luten patents, totaling over 30, included numerous variations, among them a hinged arch and viaducts; systems of reinforcement; ingenious centering forms and methods; methods of bridge construction; and reinforced concrete beams.

By 1919, Luten claimed to have designed some 17,000 arches and stated that examples of his designs could be found in all but three states of the Union. Indiana alone had some 2,000 Luten arches. Luten arch bridges known to have been built in Maryland often featured curved, simply ornamented solid parapets. Characterized by the graceful arch and curved, incised solid parapets, this bridge type was described in Luten Company catalogs as "Highway Bridge of Plain Design." This type of concrete arch was widely built as a proprietary type in the first quarter of the twentieth century. Luten's "Park Bridge of Attractive Design" also influenced concrete arch design in Maryland. Variations in the Luten style arch and parapet detail soon developed and resulted in similar nonproprietary designs prepared by highway department staffs.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

A significant example of a concrete arch bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including parapet walls or railings, is important in structures which are common examples of their type. In addition, the structure must be in excellent condition. This bridge, which has been altered with the addition of a concrete beam section and has lost a parapet, is an undistinguished example of a concrete arch bridge.

Does the bridge retain integrity of important elements described in Context Addendum?

This bridge was widened in 1961, resulting the loss of such character-defining elements as a parapet and the concrete arch.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

This bridge is a significant example of the work of the Luten Bridge Company of York, Pennsylvania.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files ___X___ **SHA inspection/bridge files** _____
Other (list):

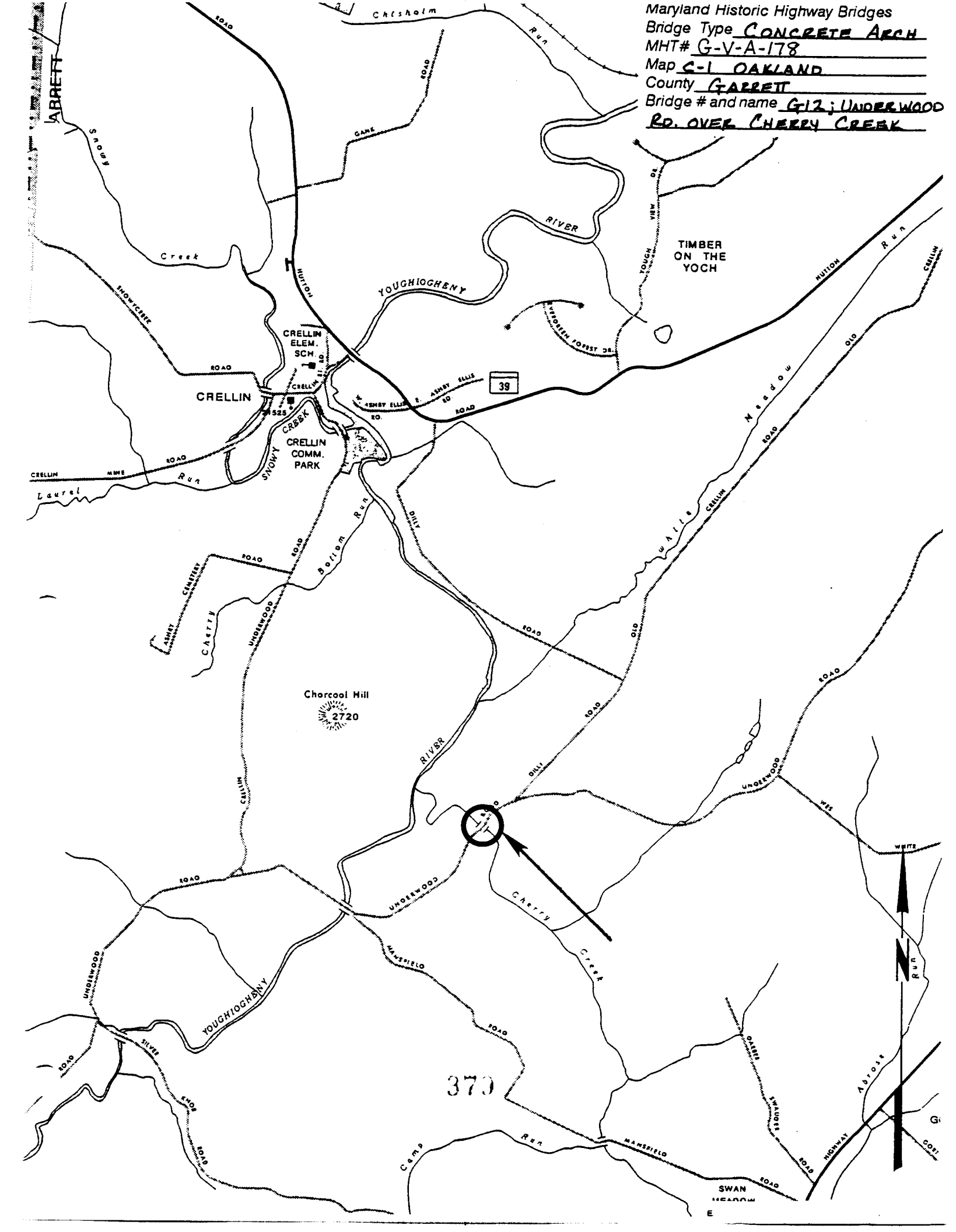
Johnson, Arthur Newhall
1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates
1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

Tyrrell, H. Grattan
1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded December 1997
Name of surveyor Wallace, Montgomery & Associates / PAC Spero & Company
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1635 **FAX number** (410) 296-1670


Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# G-V-A-178
Map C-1 OAKLAND
County GARRETT
Bridge # and name G12; UNDERWOOD RD. OVER CHERRY CREEK
CRELLIN
CRELLIN ELEM. SCH.
CRELLIN COMM. PARK
TIMBER ON THE YOCH
YOUGHIOGHENY RIVER
Chorcool Hill
2720
39
525
379

1. G-V-A-178
2. Underwood Road over Cherry Creek
3. Garrett Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking downstream
8. 1 of 5

1. G V-A 178
2. Underwood Road over Cherry Creek
3. Garrett Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking upstream
8. 2 of 5


1917
LUTEN BRIDGE CO.
YORK, PA.

1. G-V-A-178
2. Underwood Road over Cherry Creek
3. Garrett Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Bronze plaque Southeast corner
8. 3 of 5

1. G-1-A-1112
2. Underwood Road over Cherry Creek
3. Garrett Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Looking North
8. 4 of 5

1. G-V-A-178
2. Underwood Road over Cherry Creek
3. Garrett Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Looking South
8. 5 of 5